

Minneapolis Bicycle Advisory Committee Minutes
June 27, 2012, 4 PM – 6 PM
Room 333 Minneapolis City Hall

Members Present: Lisa Bender, Billy Binder, Mariin Byrne, Bill Dooley, Ethan Fawley, Paul Frenz, Brian Funk, Robin Garwood, Janice Gepner, Matthew Hendricks, Hōkan, Joshua Houdek, Nick Mason, Gina Mitteco, Shaun Murphy, Andrew Rankin, Jennifer Ringold, Greg Sautter, Ciara Schlichting, Jim Skoog, Sarah Stewart, Georgianna Yantos

Members Absent: Richard Anderson (excused), Joe Bernard, Bob Hain (excused), Roy Hallanger, Gary Nelson, Peter Wagenius

Others Present: Michelle Beaulieu, Sarah Frakes, Kevin Larson, Bill Lindeke, Geneva Lloyd, Chris Maida, Colin McCarty, Steve McCarty, Jackie Mich, Seth Nesselhuf

Actions

1. The following BAC members were **elected** for the upcoming 2-year term:
Nick Mason – Chair, Ciara Schlichting – Vice Chair, Janice Gepner – Secretary, Lisa Peterson Bender – Engineering Subcommittee Chair, Paul Frenz – Engineering Subcommittee Vice Chair, Andrew Rankin – 3E Subcommittee Chair, Mariin Byrne – 3E Subcommittee Vice Chair.
2. The Bicycle Advisory Committee requests that Hennepin County refrain from applying a permanent centerline stripe to **Marshall St NE** Mill & Overlay Project until the potential to add bike lanes through the removal of parking on one side of Marshall is vetted as an option. In lieu of a centerline stripe, the BAC requests temporary 'tabs' or some comparable treatment be used in the interim.
3. The Bicycle Advisory Committee supports amending Minneapolis ordinances to **allow electric-assist bicycles** to be used as pedicabs on city streets.
4. The Bicycle Advisory Committee supports amending Minneapolis ordinances to **license commercial pedal car businesses** and approved several revisions to the amendments proposed by the city. Suggested revisions include increasing the minimum liability insurance required, revising the requirement for preapproved routes, reducing the restrictions on hours of operation, requiring passengers to have ID but not a driver's license, and revision of language on vehicle safety standards. The complete resolution and suggested revisions are detailed in Appendix I.
5. The BAC voted to move our **monthly meetings** to the 4th Wednesday of each month.

Summaries of Discussions

The meeting was called to order at 4:04 pm and chaired by Nick Mason.

1. Preliminary Business

- Members introduced themselves and shared one goal for the upcoming BAC term. The goals were recorded on a poster by Robin Garwood (thanks, Robin).
 - Robin, Council – Open Streets permitting
 - Billy, Ward 5 – Bike lanes on Glenwood, Marshall and Penn
 - Ciara, Ward 1 – Bike lanes on Marshall

- Janice, Park Board – Curb-separated bike lanes on Washington Ave
- Nick, Ward 12 – Good relationship with enforcement personnel
- Matthew, Park Board – Everything
- Lisa, Ward 10 – Better process for bike lanes in repaving projects
- Shaun, Public Works staff – Bike-friendly 1st Ave N
- Brian, Met Transit – Another “Behind the Big Wheel” event
- Marin, Ward 8 – Better serving underrepresented cyclists
- Hōkan, Ward 9 – Everything
- Gina, MnDOT – Having a good, collaborative relationship with MnDOT
- Andrew, TMO – Better enforcement downtown
- Sarah, Health – Complete Streets policy
- Paul, Ward 11 – Portland Ave Minneapolis/Richfield bike lane connectivity
- The Agenda was unanimously approved with the following corrections:
 - The date of the meeting was revised to June 27, 2012
 - Future subcommittee meetings will be on July 17th and July 18th, respectively.
- The Minutes from the May meeting were unanimously approved with the following changes to "Summaries of Discussions" (changes/additions are highlighted):
 - #7/Accomplishment: should read "Behind the Big Wheel event"
 - #8/Announcements: should read "Minnesota Bicycle Alliance"
 - #4/MnDOT: omit last bullet point.
 - #3/Bike Walk Move: second bullet should read "Not a significant increase"
- Update on BAC members for the term that started this month.
 - The City Council will formally appoint Ciara Schlichting as Ward 1 representative and reappoint all other Ward representatives.
 - The Park Board reappointed all 3 representatives.

2. Election of BAC Officers led by Robin Garwood – **ACTION**

- Prior to the meeting, the following people accepted nominations: Nick Mason – Chair, Ciara Schlichting – Vice Chair, Janice Gepner – Secretary, Lisa Peterson Bender – Engineering Subcommittee Chair, Paul Frenz – Engineering Subcommittee Vice Chair, Andrew Rankin – 3E Subcommittee Chair, Mariin Byrne – 3E Subcommittee Vice Chair.
- There were no additional nominations.
- The slate of nominated candidates was approved unanimously.

3. Engineering, Equity, and Evaluation Subcommittee Report presented by Matthew Hendricks.

- **Minnehaha Avenue Reconstruction** from Lake St almost to the Crosstown
 - No major changes planned except for better curb bump outs at intersections and a crossing island just south of Lake St near Hub bike shop.
 - Cycle tracks not investigated but could be proposed by BAC.
 - Smaller group formed (Robin, Brian, Joshua, Paul, Nick) to further investigate possibility of cycle tracks.
- **Marshall St NE update – ACTION**
 - More time is needed to investigate the possibility of removing parking on some blocks to make room for a bike lane.

- The BAC voted unanimously to request that Hennepin County postpone centerline striping so that removing parking can be investigated.
- A small working group was formed (Bill, Billy, Ciara).
- **Cedar Lake Park Association Proposal**
 - Cedar Lake Park Association is looking for BAC endorsement of a proposal for a flyover bridge for the planned Southwest LRT to cross over bike trail.
 - Concerns about issues related to train bridge.
 - Intersection of rail at Cedar Lake Pkwy might be of more concern.
 - Interest in following up with Southwest LRT planners regarding all bike impacts.
 - Jennifer reported that the Park Board has a Citizen's Advisory Council for the project and that the County is committed to preserving bike trails.
 - Katie Walker, the Hennepin County Project Leader, is convening a meeting with the City, Park Board, Cedar Lake Park Association and 3 Rivers Park District to discuss impact on trails.
- **Update on Bike Lanes on CITY Maintenance Projects** presented by Shaun Murphy
 - 1st St S between Hennepin and Central: bike lanes will be striped after issue with reducing dual turn lanes on Hennepin worked out.
 - 36th St: plans for a 2-way protected bike lane drawn up but additional source of funding would be needed, so bike lanes here currently on hold. Lisa and Matthew following up on this.
 - 60th St between Nicollet and Chicago: after meeting with CM Quincy, parking will likely be removed and a bike lane added.
 - Small sections of Johnson Av NE from B'way to E Hennepin and Plymouth Av between Lyndale Av N and Washington Av (over I94 bridge): drawings ready and going through final approvals smoothly.
 - Sheridan and Upton: working with CM Hodges and may be moving forward. Challenge may be cost.
- **Update on Bike Lanes on COUNTY Maintenance Projects** presented by Shaun Murphy
 - 42nd St E: residents at a recent meeting requested bike lanes to calm traffic. Looks like center line will be removed and bike lanes will be added.
 - Portland Av south of Minnehaha Pkwy to 60th St: nearly unanimous support for bike lanes at a public meeting last night. Bike lanes along entire length except for sharrows on a short section near Pearl Park to preserve parking there.
 - Park Av from I94 to 46th St and Portland Av from Minnehaha to Washington Av: much interest in change from 3 to 2 lanes. Public Works hired a consultant to analyze affect on auto traffic by end of July. Public process probably in August. City will probably favor "Fremont Av N Style" treatment over a cycle track.
 - Glenwood Ave: striping plan nearly completed. Will be striped in late summer/early fall with bike lanes from Xerxes to 10th St N except for 7 block section between Russell and Gramercy. Public input to City Council member and Hennepin County needed to change this to be consistent with BAC resolution.
 - Penn Ave N: probably the same situation. Public input could help. Centerline shouldn't prevent bike lanes later. Billy and Jim met with Council Members.
 - Washington Av: Lisa reported consultant still evaluating effect of bike lanes. Public meetings probably not until August.

4. **Education, Encouragement, and Enforcement Subcommittee Report** presented by Jim Skoog.

- **Electric-assist Pedicab** city ordinance modification - ***ACTION***

- Electric-assist bicycles had been classified by state law as motorized bicycles which would not be appropriate for cabs. The state legislature reclassified electric-assist bicycles as a type of bicycle, enabling their use as pedicabs.
- Subcommittee proposal presented for BAC to pass a broad statement of support for electric-assist pedicabs, encouraging the city to pass an ordinance consistent with the state changes.
- Steve McCarty urged the BAC to be fully informed about pedicabs before passing a resolution.
- The BAC will revisit this issue after the city proposes an ordinance.
- The proposed resolution to support allowing electric-assist pedicabs on city streets was approved unanimously.

- **Pedal Pub City Licensing-** ***ACTION***

- The city released a draft of proposed amendments to its Commercial Pedal Car licensing ordinance. The subcommittee proposed revisions to the draft.
- Suggested revisions included increasing the minimum liability insurance required, revising the requirement for preapproved routes, reducing the restrictions on hours of operation, requiring passengers to have ID but not a driver's license, revision of language on vehicle safety standards, and revisions on allowed advertising.
- There was discussion on whether pedicabs should be allowed to use bike lanes.
- Should ordinance include a width restriction on pedicabs?
- Agreement to strike suggestion about advertising and to let pedicabs use bike lanes.
- Are commercial pedal cars within the BAC's jurisdiction? Like bikes, they are pedal-powered and move slowly.
- The proposed resolution was passed with one abstention (Sarah Stewart) and one vote against (Hōkan). See Appendix I for full approved resolution..

5. **BAC Accomplishments** from the previous term presented by Robin Garwood.

- Robin passed around a draft summary.
- Email comments and suggested changes to him before the next BAC meeting.
- We will vote on it at the next BAC meeting for presentation to the City Council.
- See Appendix II for Robin's draft document.

6. Council Member Glidden asked the BAC to weigh in on city policies for **closing bike facilities during road maintenance**. The issue was referred to the Engineering subcommittee.

7. Jennifer Ringold asked the BAC to suggest solutions to problems on the **Bryant Avenue Pedestrian Bridge** over Minnehaha Creek.

- The bridge is too narrow to support a bike lane and there are currently signs telling cyclists to walk their bikes.

- There have been numerous complaints about cyclists not yielding to pedestrians and cycling fast over the bridge.
 - The issue was referred to the 3E Subcommittee.
8. Robin Garwood reported that Council Member Lilligren is putting together a group to streamline the city's **Open Streets Permitting Policy**. The city is interested in sponsoring Open Streets events. Let Robin know if you are interested in working on this.
9. Announcements
- Nick: thanked the BAC Officers from the previous term.
 - Nick gauged interest in a 9-hour Traffic Skills 101 class for BAC members.
 - We voted unanimously to move our monthly meeting to the 4th Wednesday of the month (from the LAST Wednesday of the month). -- **ACTION**

The meeting was adjourned at 6:01 pm.

Minutes respectfully submitted by Janice Gepner.
send comments to [janice.gepner\[at\]gmail.com](mailto:janice.gepner[at]gmail.com)

APPENDIX I: Commercial Pedal Car Business Resolution

The BAC supports amending Minneapolis ordinances to license commercial pedal car businesses operating in the city. Based on the proposed language reviewed on June 21, the committee noted that the following items are worthy of further thought and consideration:

306.10 Definitions

The definition of street may need to be clarified to ensure that commercial pedal cars are allowed to operate on county and state roadways within the city (e.g. Franklin, Washington, Central).

306.70 Insurance requirements.

The minimum amount for general liability insurance could be increased to \$2,000,000 without imposing an undue burden on operators.

306.90 Establishment of designated routes/306.100 Temporary routes

The BAC opposes requiring preapproved routes regulating where commercial pedal cars may travel. A “driver judgment” policy or a policy outlining specific streets or types of streets that are restricted is preferred by the committee.

306.110 Hours of operation

This language is inconsistent with what is allowed for pedicabs and limousines/party buses operating in the city. A policy specifically targeted towards minimizing disturbance of residential neighborhoods would be a better approach. Also, downtown rush hour restrictions should be deleted and replaced with street-specific rush hour restrictions (e.g. Nicollet Mall, Marquette Ave., 2nd Ave. S, etc.).

306.130 Operating restrictions and conditions

(g) Change wording so drivers need a “valid driver’s license” but passengers only need “valid identification.”

(r) Ensure Metro Transit’s bus operations are not disrupted. Adding street-specific rush hour restrictions (e.g. Nicollet Mall, Marquette Ave., 2nd Ave. S, etc.) may be a solution.

306.140 Vehicle safety and equipment standards

(4)d. This language needs to be specified to match the characteristics of commercial pedal cars (e.g. commercial pedal cars do not have “spokes”). A broader requirement for reflective panels would be a sufficient approach.

APPENDIX II: Draft of BAC Accomplishments January, 2011 -- May, 2012

The Minneapolis Bicycle Advisory Committee was reorganized in 2010, and the new committee met for the first time in January, 2011. Since that time, the committee has organized itself into a highly effective group, with two active subcommittees meeting monthly to consider *Engineering, Equity and Evaluation* and *Enforcement, Education and Encouragement*. With the help of City Public Works staff – most notably the City’s fantastic new Bicycle and Pedestrian Coordinator and his three great Bike/Ped section staff – we have made broad policy recommendations and dug into the details of specific infrastructure projects and proposed ordinances. Here is a list of just *some* of the successes we’ve had over the last eighteen months:

Policy Initiatives:

- Helped Improve the Minneapolis Bicycle Plan and Bicycle Facility Map, and made recommendations that were adopted as the Bicycle Plan Implementation Plan
- Successfully advocated for the City to hire a full-time Bicycle and Pedestrian Coordinator, and participated in the hiring process
- Supported a set of comprehensive bicycle parking guidelines for City worksites
- Made detailed recommendations regarding the City’s ordinance on Pedicabs, many of which were incorporated into the final ordinance language
- Voted to support the bill proposed by State Representative Phyllis Kahn to provide matching funds for a Bicycle Light Safety Pilot Program
- Supported state-level legislation on a Vulnerable User Law, Safe Routes to Schools, Mississippi River Trail State Bikeway, Electric-Assist Pedicabs, Minnesota’s SHIP Program and maintenance of federal funding
- Advocated for the City to grant encroachment permits for the Twin Cities ZAP bicycle-counter system
- Supported the Minneapolis Park and Recreation Board’s RiverFIRST initiative
- Commented on the University of Minnesota’s Bike Master Plan

2012 Policy Priorities for the BAC:

Building on the recommendations of the Bicycle Master Plan Implementation Plan, the BAC is working on three major policy initiatives in 2012:

- 1) A streamlined permitting process for Open Streets events
- 2) A clear policy to allow Greenway-style facilities by closing existing low-volume streets to vehicular traffic
- 3) A Minneapolis Complete Streets Policy

New Bicycle Facilities advocated by the BAC that have been installed:

- 25th and 26th Avenues South from Riverside to the Midtown Greenway

- Bike lanes and shared-lane markings on Washington Avenue South from 12th Ave S to Cedar Avenue

New Bicycle Facilities supported by the BAC that are underway or being considered:

- The new Intercity Regional Trail
- Installation of new on-street bicycle facilities as part of the City's resurfacing program, including:
 - Cedar Lake Road from W Chestnut Ave to Glenwood Ave
 - 1st St S from Hennepin Ave S to 3rd Ave S
 - Harmon Place from Spruce Place to 10th St S
 - Vineland Place from Bryant Ave to Hennepin Ave S
 - Johnson St NE from Broadway to 10th St SE
 - 2-way cycle-track on 36th St E and W, from Chicago Ave to Lake Calhoun
 - 60th St E from Nicollet to Chicago
- Bike lanes on Franklin Avenue to the west of Minnehaha Avenue
- Improved bicycle facilities on the Lowry Avenue Bridge, including on-street bike lanes and innovative 'slip ramps' onto the sidewalks
- Bike lanes and shared-lane markings on a substantial section of Central Avenue Northeast
- A signed bicycle route on Morgan Ave SW, as part of the Penn Ave SW reconstruction project

Improvements to bicycle facilities supported by the BAC that are underway or being considered:

- Park and Portland Avenue bike lanes to be moved to the right hand side, BAC supports making them parking protected by going from a 3-lane to a 2-lane road.
- 11th Ave S bike lanes from 8th St E to 24th St E to be widened and improved
- 11th St N bike lanes from LaSalle to 3rd Ave S to be widened and improved

Events the BAC has partnered on:

- Bike Walk Twin Cities Law Enforcement training events
- "Behind the Big Wheel"
- U of M Commercial Driver Trainings